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Hongkong, 5th August, 1904. [1912]

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Hongkong, 31st October, 1902. [a48]

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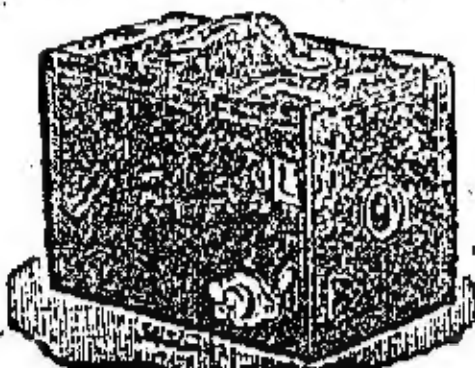
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Hongkong, 24th September, 1904. [1621]

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Hongkong, 24th August, 1904. [a1153]

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Hongkong, 18th November, 1901. [75]

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Hongkong, 10th June 1903. [a1402]

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Proprietor.

[a2106]

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BIRTH.
On 25th September, at Shanghai, the wife of EUG. HYNDMAN, Jr., of a son.
DEATHS.
On 25th September, at the International Cotton Mill, Pootung, FANNY CUNERT, aged 39 years.
On 26th September, at Shanghai, JOH. NOLTING, aged 64 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 3RD, 1904.

We reproduced a week ago the verbatim report of a speech delivered by Mr. BALFOUR to a deputation representative of British shipowners who sought information as to the intentions of the Government with regard to the protection of British shipping during the continuance of the war between Russia and Japan. The speech, we fear, can have afforded small consolation to British shipowners and the mercantile community generally, except in so far that it effectually dissipated the idea that British ships are subjected to one law by the Russians and the shipping of other nationalities to a more lenient law. Adequate proof is certainly wanting for the maintenance of this idea up to the present. While ready to accept the brave words of the Prime Minister that the expressed determination of the Government to uphold the rights of neutral shipping was no empty phrase, the British public have not seen sufficient evidence of the intention to disabuse their minds of the idea that the dilatory, almost apathetic way in which the Government has dealt with cases of apparently indefensible assault and robbery on the part of Russia constitutes an exhibition of feebleness which is as lamentable as it is unparalleled. Some months ago the British Government declined to regard coal, foodstuffs and cotton as absolutely contraband of war, and telegraphically we have

learnt within the past week that His Majesty's Government has reasserted (in words only) that attitude, at least so far as coal is concerned. Consider this declaration in its relation to the circumstances connected with the confiscation of the British steamer *Allanton*. Prior to the outbreak of the war she was chartered to carry a cargo of coal from Cardiff to Hongkong or Sasebo. The cargo was discharged at the latter port after the outbreak of the war, and she was afterwards chartered to convey a cargo of coal from Muroran to Singapore, this being part of a cargo of 50,000 tons which a British firm at Singapore had agreed to buy for delivery during the present year. While on her voyage to Singapore the *Allanton* was overhauled by Russian warships, and owing to the alleged irregularity of her papers she was seized and taken to Vladivostok, where she was condemned a fortnight later on the untenable supposition that she was carrying contraband of war to a Japanese or Korean port. The Court reached this conclusion on evidence being tendered that the steamer set her course by the west of the Japanese Islands, "that is through the theatre of war," instead of going by the route east of Japan. It is to be assumed that the defendants pleaded (and had the Court afforded the facilities it could have been conclusively proved) that this western route is the one which is always followed by merchant vessels coming south from Japan, because it is 200 miles shorter, and also because an adverse current and numerous small islands are avoided thereby. A second reason for the Court's finding consists in the statement that the steamer had a Japanese cabin boy on board! Thirdly, the decision was based on the fact that the official log-book had not been entered up since the steamer left Hongkong, her last neutral port. To this the owner replies that entries are only made in the log-book on occasions required by the Board of Trade, such as logging a deserter and the like. Most extraordinary of all is the further reason given by the Court for its finding, viz., "that the vessel had carried contraband on her outward voyage." The British Foreign Office was supplied by the owner of the ship with conclusive evidence that the destination of the ship and her cargo was Singapore. A copy of the bill of lading and charter-party were amongst the ship's papers examined by the Prize Court, and despite this testimony the ship within a fortnight of her seizure was condemned. We are face to face therefore with the fact that, ignoring the indefensible excuse that the ship was taking the western route rather than the seldom-used eastern route, the Prize Court, notwithstanding the British protest against coal being declared under all circumstances contraband of war, confiscates ship and cargo, and moreover advanced the unprecedented claim that the ship having previously carried coal to the enemy's country justifies her condemnation.

Holding such views as it has repeatedly declared on the subject of contraband, one would naturally think this a case in which the Government would have been quick to take action. It is almost incredible to find that down to the 16th of August, the British Foreign Office had not become "officially aware" that the fact of the vessel having carried coal on the outward voyage was considered by the Prize Court (on June 27th) to constitute one of the grounds for her condemnation. The owner of the ship had long before made the newspaper reading public aware of the fact, and he seems to have kept the Foreign Office well posted with all information relating to the case. Moreover, on July 27th the British Minister at St. Petersburg communicated to the Foreign Office the fact that he had received "a note from the Russian Government stating that the *Allanton* was condemned for carrying a full cargo of contraband to the enemy and for the undoubted active participation of the owner of the vessel in the conveyance by steamer of contraband." This statement, it will be seen, is based solely on the facts that before the outbreak of war the steamer left England with a cargo of coal which was delivered in Japan after the war had commenced, and that when captured she was carrying a cargo of coal to a British firm at Singapore. The Foreign Office with the whole of the facts in its possession had done nothing in the matter down to the end of August, not even so much as telegraphed for that official knowledge which it lacked of a decision rendered on June 27th involving a grievous loss to one British shipowner and disturbance and loss of a less direct character to the whole shipping industry of Great Britain. It must therefore be allowed that there is

ample excuse for the indignation of British shipowners when they see such indifference to vital interests as the Government has shown in this case of the *Knights Commander* and that of the *Calchas*. The result of the supineness of the Government is seen in the fact that underwriters have in some cases been charging four times more for war risks on goods to Japan under the British flag than if under the French or German flag, and consequently British shippers have been diverting all the goods they can from British steamers to French and German. British trade to Singapore, Hongkong, and Shanghai, and not only to Japan, is being harassed, penalised and disorganised, so the merchants at Home declare, by the obvious contempt of Russia for the British flag. A "plain business man" writes to the *Times* saying: "I make no pretence to a knowledge of the refinements of diplomacy. I only know that like thousands of other business men in Great Britain just now, I am being robbed and plundered, and that if the refinements of diplomacy, backed up by the strongest Fleet in the world, cannot put a stop to that, then the time has come for plain speaking and prompt action." There has been plenty of plain speaking by shipowners and business men in the columns of the *Times*, and other organs of public opinion, and we have no doubt that the Russian Commission on contraband questions of which we have recently heard something by telegraph is one of the results; but the decisions of this commission would appear, only to have increased the difficulties, and British shipowners have still to wait for the guarantees and protection they seek.

King Edward has given his assent to the Chinese Exclusion Bill for Cape Colony.

A telephone system is being introduced into Canton by the Chinese officials.

The estimates in the German naval budget for 1905 provide for an increase of 2,000 men.

General Hasegawa, who was in Tokyo about a week ago, has been appointed to the command of the Japanese garrison in Corea.

Mr. J. W. Cashion, it is said, has been appointed Chief Manager of the Singapore Opium Farm, vice Mr. Khoo Hun Yeang.

Inspection of the financial affairs of Mr. W. L. Bright, formerly M.P. for Stoke-on-Trent, a son of Mr. John Bright, show liabilities of £12,000 and assets of £1,300.

The consecration of Bishop Henninghaus, who succeeds the late Bishop Anson in South Shantung, will take place on Sunday, the 30th October, at Yenchow.

The *China Review* says that "certain persons representing Russian interests have purchased the Canton-Hankow railway concession, the work on which is now in course of construction."

Mr. Stevens, the newly-appointed Foreign Adviser to the Korean Government, left Washington on September 26th. He had an interview with President Roosevelt before he left.

Major-General Villiers Hutton, commanding the forces in Hongkong, and Mrs. Villiers Hutton, spent a week in Shanghai following their return from Weihaiwei, and then left for Japan.

Quarantine restrictions are still in force against Taiwan-fu and Amoy, Formosa, plague-infected places. On the other hand, Netherlands India has withdrawn all restrictions on arrivals from Hongkong.

Prince Carl von Hohenzollern had an audience of, and tiff with, the Emperor of Japan on September 26th. The Emperor returned his call next day. Count Arco-Valley, the German Minister, was giving a dinner in the Prince's honour.

Admiral Bayle, the Commander of the French Fleet in the Far East, is offering a reward of \$5,000 for trustworthy information of the actual whereabouts of Commander de Cuverville, French Naval attaché in Port Arthur, who left that place on the 17th August last.

The new Java-China-Japan Line, subsidised by the Dutch Government, and which constitutes a regular monthly service via Macassar, Soerabaya, Samarang, and Batavia, to Hongkong, Shanghai, Moji, Kobe, Yokohama, and Amoy, is imparting a considerable impetus to the export trade of the Dutch Indies.

"Ma," asked a little five-year-old, who was being initiated into the complications of theology, "when I go to Heaven will I have wings like the other angels?" "Yes, my dear," said the mother. The youngster was thoughtful for a moment. Then he looked up again. "And shall I go to bed at nights, or have to sit on a perch like a chuckie hen?"

A Roman Catholic procession of "The Holy Rosary" took place yesterday afternoon in Glenclay Cathedral compound. There were 15 banners representing the "15 mysteries—joyful, sorrowful and glorious." An image of the Virgin was carried around; and the large congregation joined in the singing of the "Ave Maria," and other prayers.

Early next year the 119th Bombay Infantry and 126th Baluchis may come to Hongkong.

Sanitary measures against Hongkong are still adopted at Manila, Indo-China, Burma, Shanghai, Madras, Bengal, British North Borneo, Labuan, Newchwang and Siam.

According to *L'Indo-Chinois*, people in the "exquisite" town of Hanoi, of which the neighbouring settlement, Cochinchina, is envious, in spite of their peculiarities, are not a bad lot. "Hanoi" *soit qui mal y pense*.

An examination, open to all qualified natural-born British subjects, for appointment in the Civil Service of India or for Eastern Cadetships in the Colonial Service or for clerkships in the Home Civil Service, will take place in London commencing on the 1st August, 1905.

The torrential rains on Saturday caused the postponement of the Gymkhana. The Bowling Green at Kowloon was also made impossible, and the expected finals were not played. There was no cricket. Sport, generally, was "off"; the more restless element of the community, unable to sit on balconies with novels, dusted the ping-pong set.

When the land office certifies that a reassignment has been made for the sole purpose of enabling the mortgagor as the owner of any property held from the Crown to obtain a Crown lease, and a new mortgage of the same property similar in all respects to the previous mortgage is made immediately upon the granting of such Crown lease, reassignment and new mortgage are exempt from stamp duty.

Among the Chinese labourers who recently arrived at the Van Ryn Mine, Johannesburg, is one who proudly exhibits two British medals. The first of these is for service in China, the labourer having at one time been a private of the native regiment stationed at Weihaiwei. The second is the Coronation medal, the Chinese man having been one of the party sent to London in 1902 to represent his regiment.

From October 24 to December 31 obstructions will be laid in an area to the south of Stonecutter's Island. The area will be defined by two small black buoys, each surmounted by a white flag, laid about 1,500 yards south of the southernmost point of Stonecutter's Island. The east and west boundaries will be drawn due north to meet the Island. Anchoring within this area will be prohibited, but there will be no obstruction to through navigation.

At the end of 1903, the railway lines under construction in Russia amounted to 5,929 versts (3,700 miles). The St. Petersburg-Vitebsk line, which is to put the capital into direct communication with Kiev and Odessa, has been opened as far as Zhitobinsk. It is said that the great line from Orenburg to Tashkent will be open for through traffic in the spring of 1905, and that the rails have already been laid along the whole track excepting a central section of about 200 miles.

Here is the programme of music to be performed by the band of the 11th Mahrattas on the New Parade ground this (Monday) evening, from 4.30 p.m. to 6 p.m.:

March..... "Rienzi"..... Wagner
Overture to..... "Rosamunde"..... Schubert
Song..... "O, dry those tears" Teresa del Riego
Selection from..... "Rigoletto"..... Verdi
Melody..... Selection from..... Padrevski
Selection from..... "Box and Cox"..... Sullivan

The *Asahi* says that Japanese experiments with Chinese cotton have proved successful. Only 17 years ago not a single bale of Chinese cotton was imported into Japan for spinning purposes, but now the imports of Chinese cotton stand at the rate of about 50 bales against 90 of Indian produce. The quality being equal, the advantage of drawing the supply from China is obvious, and the *Asahi* entertains the hope of a very bright future for the cotton industry in general.

The Governor has given his assent, on behalf of the King, to Ordinance No. 8 of 1904.—An ordinance to amend the wild birds and game preservation ordinance, 1885; Ordinance No. 9 of 1904.—An ordinance for enabling the Tung Wah Hospital to acquire, hold, mortgage and sell land and hereditaments in the Colony of Hongkong; Ordinance No. 10 of 1904.—An ordinance to amend the prepared opium ordinance, 1891; Ordinance No. 11 of 1904.—An ordinance to amend the protection of women and girls ordinance, 1897.

One of the waterworks regulations, Rule No. 19, has been repealed, and a rule to the following effect substituted:—

When the owner or occupier of a tenement wishes that a service should be made, altered, extended or repaired, by the water authority at his (applicant's) expense, there is a special form to be had on application. The water authority will then let him know how much deposit has to be paid before the work is commenced. In the case of repairs or renewals of an urgent character the authority will execute the work at once; but if the owner does not pay his deposit within 24 hours the water may be shut off.

Messrs. P. Henderson & Co., of Glasgow (British & Burmah Steam Navigation Co. Ltd.), whose vessels call at Colombo regularly, on outward and homeward-bound voyages, have added the steel screw-steamer *Maritaban* to their fleet. The steamer, which has been built by Messrs. Wm. Denny & Bros. at Dumbarton, will run on the Company's Glasgow-Rangoon service, calling at Colombo regularly. She is 410 feet in length, 25 feet wide and 30.9 feet deep. The passenger accommodation consists of large 2 and 3-berth rooms. The *Maritaban* is able to deal with bulky pieces of cargo. She has 13 derricks, all having an out-reach of fully 8 feet over the ship's side, the lifts ranging up to 20 tons, so that cargo of practically any weight in bulk might be conveniently handled.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

DEATH OF THE "SQUIRE OF MALWOOD."

LONDON, 1st October.

Sir William Harcourt is dead, having died suddenly in his sleep.

["Men and Women of the Time" gives the following details of the career of the deceased statesman.

Harcourt, The Right Hon. Sir William George Granville Venables Vernon, M.P., P.C., second son of the Rev. William Vernon Harcourt, and grandson of a former Archbishop of York, born Oct. 14, 1827, was educated at Trinity College, Cambridge, of which he was a scholar, and graduated in high honours in 1851. He was called to the Bar at the Inner Temple in 1854, and went the Home Circuit. He unsuccessfully contested the Kirkcaldy burghs in 1858. Mr. Harcourt was appointed a Queen's Counsel in 1866, and was returned to the House of Commons for the city of Oxford in the Liberal interest in 1868. He was elected Professor of International Law in the University of Cambridge, March 2, 1869, and he was a member of the Royal Commission for amending the Neutrality Laws; and of the Royal Commission for amending the Naturalization Laws. He was appointed Solicitor-General in Nov., 1873, on which occasion he was knighted, and he held that office until the resignation of Mr. Gladstone's administration in the following February. When Mr. Gladstone returned to power in May, 1880, Sir W. Harcourt was nominated Secretary of State for the Home Department. On his going down to Oxford for re-election on that occasion he was defeated, polling only 2,681 votes against 2,735 recorded in favour of his Conservative antagonist Mr. A. W. Hall. At this juncture Mr. Plimsoll, M.P. for Derby, very generously accepted the Chiltern Hundreds, whereupon Sir W. Harcourt was elected one of the representatives of that borough in his stead. Sir W. Harcourt was presented with the freedom of the city of Glasgow, Oct. 25, 1881. He went out of office with his party in June, 1885; but on the return of the Liberals to power in Jan., 1886, he was made Chancellor of the Exchequer. He was re-elected for Derby at both the General Elections (1885 and 1886). He is one of the cleverest Parliamentary debaters, and is spoken of as the probable future leader of his party. He was one of the original contributors to the *Saturday Review*, and has written various political pamphlets and letters on international law in the *Times*, published under the pseudonym of "Historicus." The latter were reprinted in a volume, with considerable additions (1893). Sir William Harcourt married, first, in 1859, Theresa, daughter of Lady Theresa Lewis—sister to the Earl of Clarendon and a widow of the late Sir George Cornwall Lewis, Bart.—by her first husband, T. Lister, Esq.; and secondly, in 1876, Mrs. Ives, daughter of the late John Lothrop Motley, the historian, and sometime United States Minister in London.]

[REUTER'S SERVICE.]

RAILWAYS IN CHINA.

LONDON, 29th September.

Washington wires that Mr. Conger has telegraphed that China has promised Americans and British shall have the preference if foreign capital is required for the extension of the Hankow railway to Chinkiang. Mr. Conger wishes to know soon if American capitalists care to embark in the enterprise.

THE KAISER TO VISIT ENGLAND.

LONDON, 30th September.

The German newspapers report that the Kaiser will visit King Edward in November.

RUSSIA'S CHAUVINISTIC PRESS.

LONDON, 30th September.

The semi-official *Journal de St. Petersburg* reproduces an article from a Moscow paper declaring that Russia cannot and must not recognize the Tibetan treaty, which displays the bad faith and off-handedness of the British Government.

A PRIZE FIGHT.

Yesterday there was a prize fight on a Chinese island in the vicinity of British territory, the combatants being Jack Burke and McPhee. Sam Newman was timekeeper, and a gentleman whose name was given as Mr. Barnes was referee. The fight, which was attended by a large company of sportsmen from Hongkong, resolved itself into a fiasco, owing chiefly to the referee. In the first and second rounds Burke gave better than he got, putting in several hard jabs on the jaw as well as a number of punishing body blows. In the third round McPhee assumed the attack. He landed an upper cut on his opponent's jaw, followed up with a right-handed swing, meant for the kidneys. Burke fainted and put in a blow for the wind which McPhee parried, with the result that McPhee's fist came down on his opponent's stomach. Loud cries were raised for a foul, the contention being that the punch was below the belt. The referee in the first place, admitted that Burke was in the right, and pronounced in favour of the fight proceeding. Latterly however he appeared to be overborne by the voices of parties outside the ring, and he gave judgment for McPhee. The company broke up in some disorder.

THE WAR.

[REUTER'S SERVICE.]

LONDON, 29th September.

General Kuropatkin wired on the 29th inst. that the Japanese had begun an offensive movement along the entire east and south fronts.

THE RUSSIAN NAVY.

LONDON, 29th September.

The *Temps* states that Russia has ordered eleven destroyers from the Forges des Chantiers Mediterranee, deliverable in fifteen months, and is negotiating for cruisers of the *Bayan* type.

INTERNATIONAL LAW AT THE HAGUE.

LONDON, 29th September.

The eminent Russian jurist Demarens speaking yesterday of the conference on international law at the Hague, referred to a Ukase defining the state of things to be observed during the war. He pointed out some declarations made at the Hague conference which were embodied therein, but said that some of the Hague conventions were only for five years, which period had not been renewed.

COAL FOR BELLIGERENTS.

LONDON, 30th September.

Five German colliers left Cardiff and Newport yesterday for Porto Praya, a seaport in the Cape Verde Islands. It is understood they are on Russian account.

MUKDEN ABANDONED.

LONDON, 30th September.

The *Standard's* correspondent with General Kuroki on the 28th ultimo wired that General Kuropatkin's main force had fallen back north of Mukden and upon Telling, but a considerable body of infantry was still south of Mukden observing the Japanese.

NO CHANGE.

LONDON, 30th September.

The Tsar has arrived at Odessa to review troops, proceeding to the Far East.

The Russian general staff announces that assaults on Port Arthur between the 20th September and the 25th September were everywhere repulsed.

(From Northern Papers).

PORT ARTHUR.

Tokyo, 26th September.

The Japanese on the 26th inst. occupied six Russian entrenchments besides the Kuropatkin fort at Port Arthur, and on the following day an important height about a mile and a half west of Shuizeying, and the reservoir which was protected by the Kuropatkin fort. The Kuropatkin fort was built by the special order of that General who, when he examined all the forts in and around Port Arthur, remarked to General Stoessel that the other forts were sufficiently strong, but it was a great defect that such an important point as the reservoir was not protected at all. Thereafter a very strong fort, south of Shuizeying, was hurriedly constructed and given the name of the Commander-in-Chief.

PORTUGUESE NEUTRALITY.

BERLIN, 24th September.

Portugal has issued a declaration, according to which coal and provisions can be given from the Tagus only to single Russian ships, but not to the whole Baltic fleet.

HOUSE SAVED FROM FIRE.

At about four o'clock on Saturday morning a *lukong* noticed smoke issuing from No. 11, Eastern Street, in the Western District. He blew his whistle, and three other constables came on the scene. A fire was found on the second floor, in a corner, burning fiercely. The heap consisted of a quantity of inflammable material soaked with kerosene, and several bladders of kerosene, containing about two quarts each. One of the bladders had just become ignited when a *lukong* rushed into the fire and snatched it, and another, away from the flames. The fire was smothered with damped blankets. When the Fire Brigade arrived, under Mr. E. R. Hallifax (deputy superintendent of police), and Mr. H. G. Baker (chief inspector), there was nothing left for them to do. It is said that the premises were heavily insured. The *lukong* who plucked the bladders from the flames will probably be rewarded for his bravery.

HONGKONG CRICKET LEAGUE.

The honorary secretary of the Hongkong Cricket League (Mr. A. E. Asger) informs us that twelve teams representing eleven clubs have entered for the League Competition which commences this month. A meeting of the Clubs' representatives will be held at an early date to arrange fixtures, &c., for the season. The following is the list of teams entered:—
Army Ordnance Recreation Club
Civil Service Cricket Club
Craigswater Cricket Club
Hongkong Cricket Club "A"
Hongkong Cricket Club "B"
Royal Engineers Recreation Club
Royal Army Medical Corps
Parses Cricket Club
Hongkong Police Recreation Club
Kowloon Cricket Club
83rd Co., R.G.A.
Hongkong Singapore Battalion (R.G.A.)

HONGKONG JOTTINGS.

How often have the unofficial members of the Legislative Council been taxed with timidity, supineness, *et cetera*, and adjured to speak up and prove that they were not ornamental dummies sitting there to give a semblance of popular support to all official doings and misdoings? Now, when the Hon. R. Shewan has flung himself into the breach, like a sarcastic Berserker, and startled them that sit in darkness with a few vivid flashes of popular feeling, we are not satisfied. We are high-toned in Hongkong, and Mr. Shewan's cue should have been Japanese. Like this: Design to honourably excuse such a despicable comment, which is expressed by desire of an unworthy community, but when the Forestry Department put their heads together over this knotty timber question they were not in a position to see wood for trees. Because he let his sense of humour get the upper hand, this oratorical Ajax drew down upon himself not only the official lightnings, but the chilly displeasure of those whose cause he championed. I feel sorry for him, for his only sin was that he didn't copy Dogberry, and regard the Legislative Assembly as a Public Dissembly.

Now, dropping the criticism, let us look at the reply. If the Hon. R. Shewan's attack on officialdom was not well done, officialdom's reply was no better. Evidently the Colonial Secretary was caught off his guard. All the time, it must be understood, I am confining myself to the parts of the discussion relative to the Forestry Department's labour of love. The Colonial Secretary's reply on this head was one of the most vulnerable official rejoinders I have ever come across. Following up the persistent plan of evading the issue, the Hon. F. H. May opened his mouth and was safely delivered of a pseudo-epigrammatic generality. It was an observation so remarkable that I must begin a new paragraph with it.

"It is," he said, "one more example of the innate aversion Englishmen have to anything connected with science. They do things in a half-dog sort of way; but do they in a scientific way, and they seem to have no appreciation whatever." I like that. Fancy the Secretary of a British Crown Colony officially describing his nationals as unscientific bull-dogs. But has the Englishman an innate aversion to anything connected with science? If there is a more positivistic race than ours, which is it? Isn't it data that he always clamours for, measures, and details, and figures, and facts? A wise and witty Continental has said that "the Englishman accepts a fit of delirium if it appears with footnotes, and is conquered by an absurdity if it is accompanied by diagrams." Even that sounds more apt than the Colonial Secretary's dictum.

The Colonial Secretary is an Englishman—no, an Irishman—and he has evidently been "conquered by an absurdity" disguised by a scientific shibboleth. Is there anything scientific about a sawyer? How is tree-cutting connected with science? It is that blessed word "expert" which has subverted the official mind. It seems somehow sacrilegious to contradict an Expert. Yet I believe when the lawyers want them, they can always find experts for both sides of a case, who will contradict each other with the greatest pleasure in the world. There is science and science. The "nauded out" prates of it. There is "science" in the "art" of self-defence and eye-blackening. There is "scientific dressmaking." But if there is such a thing as a scientific sawyer, he doesn't stop Hongkong or Aberdeen side. They haven't got the hot platinum wire to work at the B. & A. Department yet.

It's a little too cheap, this talk about experts and science. It takes some experience and training to make trees grow; but even the notorious little American child with the impediment in his taradiddlem could chop them down. This reference to George Washington reminds me of the Governor's share in the discussion. His Excellency claimed the responsibility for the Philistinism, and his reason was a chivalrous one; but while I like the national esprit which made him say: "Easy there on my subordinates—I am the one to blame" (for that is what his reply amounted to), I am not going to let him do the Quintus Curtius act without a protest. The sorry business began before His Excellency saw Hongkong, by some Jack Horner who probably thought to "pull out a plum" for the exchequer, and then say "what a good boy am I." The little bid for kudos has missed fire. Instead of putting in his thumb, John Horner has put his foot in it.

If the Afforestation Department was started at Hongkong chiefly for aesthetic reasons, there is no excuse, scientific or otherwise, for its recent lapse into money-grubbing. If, on the contrary, its legitimate business is the growing of timber for profit, then it must suffer greater aspersions still, for with all its expertness and science it hasn't yet made half a beginning on proper business lines. If it is going in for selling firewood, it has so far laid in a very small stock. There is ample room for more to grow. The estimates show that something more than a mere "thinning" is contemplated.

When His Excellency the Governor has had time to take his bearings, as the nautical man would say, I believe the ladies of Hongkong are resolved to again petition the Government to institute a system of registration for domestic servants. This subject can no more be kept out of Hongkong politics than King Charles' head could be suppressed in the narratives of Mr. Dick, unless in some miraculous way an adequate supply of honest and efficient domestic servants can be secured to the Colony. Up to the time of the rejection of the last petition I

had imagined that Hongkong's sorrows were unique, but I have since seen that people suffer from bad and dishonest servants in several towns in India and seek protection by the same means. A petition is even now being circulated for signature in Singapore. So far, Ceylon enjoys the happy distinction of being the only place in Asia under British rule where a registration system for domestic servants is in operation. It is obvious that the needs must greater here than there, and the police reports of the last few years supply effective argument in support of such a demand upon the Government as the ladies of the Colony have made and are prepared to make again. The topic reminds me of an incident which came under my notice a few days ago. A lady dissatisfied with a newly engaged "boy" asked the cook to find a "more better" specimen of the genus. After some days the cook came to say he could find no "boys" that he believed to be honest who were wanting "pidgeon." He apparently knew many of the other sort, but wisely declined to accept responsibility for them. This lady like many others in the Colony has for the present to console herself with the reflection that it is better to have a fool than a rogue in the house.

BANYAN.

THE TIBET MISSION.

RELEASE OF PRISONERS.

An undated despatch from Lhasa, via Gyantse, September 15th, says:—

One of the most satisfactory features of our presence at Lhasa is the release of political prisoners who have been imprisoned on account of assistance rendered to British and Japanese subjects. We have discovered that there is a secret tribunal and inquisition at Lhasa appointed by the National Assembly to try political offenders, who are subjected to an ordeal by torture as in the Middle Ages. It is well known that on the return of the Bengali explorer, Sarat Chandra Das, to India in 1883 a large number of Tibetans were punished for affording him hospitality and assistance. Chandra Das's patron, the minister of the Tashi Lama, was banished; the head lama of Dongtse Monastery, who entertained him, was removed to Kongsu and there thrown into the river; and numerous others were punished in different parts of the country, many of whom have been released through our influence. The only two offenders known to be imprisoned at Lhasa in connection with Chandra Das have been set free. These were the steward of Phale Estate, where Chandra Das stayed near Dongtse, and his son. The old man was brought into durbur, weak and tottering, his chains having been removed from his limbs that morning for the first time in twenty years. He came in, beaming with happiness and blinking at the unaccountable light like a blind man whose sight had been miraculously restored. He and his son, if not too weak, will accompany us on the return march for Gyantse. At the same time were released two men imprisoned in connection with Kawaguchi, the Japanese traveller who visited Lhasa in the disguise of a Chinese pilgrim and resided at Sera Monastery. On his arrival in India his identity was discovered and the lama who was his teacher at Sera was imprisoned and cruelly beaten, and a Bhutia trader from Darjeeling who had befriended him. These men looked bowed down and broken, and are entirely destitute. They will accompany us to Gyantse.

The restitution to liberty of these wretched men is in itself sufficient to justify our advance to Lhasa. The same morning we formally released the Tibetan prisoners, seventy-six wild, long-haired men, with ornamental charms to which they still attribute efficacy. They were an unmarital-looking crowd, and simple and honest in appearance, more pleasing than the common degraded type of monk of the Lhasa monasteries. Each was given Rs. 5 for their journey and went off, wildly delighted, chuckling, and bobbing to every Englishman they saw; and no doubt they will carry the story of our humanity and kindness to the far distant corners of Tibet.

Then indurbar followed a scene which reminded one of a play, before the curtain falls, when the characters are called on the stage and apprised of their changed fortunes and everything ends happily. The political prisoners were first informed of their release. General Macdonald said he had given orders to liberate prisoners in every post on the line. The Shaps promised the release of the political offenders all over Tibet who were in trouble in connection with British subjects. The Commissioner then remitted the fine of Rs. 5,000 exacted on account of the lama who attacked British officers, but kept back a thousand as compensation to the families of the two servants who were brutally ill-treated and murdered at Gyantse. The four hostages from the monasteries were then set free and the durbur closed. The Shaps lingered in the hall laughing and chatting, their geniality and cheerfulness being in marked contrast with the sullen manner in which they had expropriated with us on the road.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 2nd at 11.25 a.m. The barometer has risen throughout China and to a less extent in the Philippines, and fallen in Japan.

The greatest pressure lies to the north of Corea and the least in the Pacific east of Japan. Gradients are moderate on the China Coast, and moderate to fresh N.E. winds will prevail in the Formosa Channel and light N. to N.E. winds in the northern part of the China Sea.

Forecast:—Light N. winds, cloudy, fair.

MACNIVEN & CAMERON'S "J" PENS. are by special device in manufacture the smoothest and most quill-like J pens to be obtained anywhere. Black J. Gilt J. Dig J. In 6d. and 1s. boxes, at all Stationers, Waverley Works, Edinburgh. [402-4]

THE DISPERSAL OF THE RUSSIAN FLEET.

ADMIRAL ALEXIEFF'S REPORT.

The Emperor of Russia has received the following telegram, dated the 17th ult., from Admiral Alexieff:—

I submit to your Majesty the report of the commander of the cruiser squadron, who returned on the 16th inst. to Vladivostok with the cruisers *Rossiya* and *Gromovoi*:

"At half-past four on the morning of the 14th, just as day was breaking, I approached the parallel of Fusan with the cruisers *Rurik*, *Rossiya*, and *Gromovoi*, under full steam. Forty-two miles from Fusan, and thirty-six miles from the northern tip of Tashima Island, I turned westwards.

"We soon perceived ahead of us to our right, about eight miles to the north, a Japanese squadron of armoured cruisers, which was holding a parallel course with us. It consisted of four vessels of the *Iwate* type. We veered to the left, and, steaming at full speed, made a course to the north-east, with the object of reaching the open sea.

"The enemy, who had the advantage in steaming power, turned immediately and held a parallel course, forcing me to accept battle.

"The fight began at five o'clock in the morning at a distance of more than sixty cable lengths (12,000 yards). Shortly afterwards a second-class cruiser of the *Naniwa* type was seen approaching from the southern straits to rejoin the enemy. Observing my intention to make for the open sea towards the north-east, the cruiser shaped its course in our direction, and thus prevented the execution of our manoeuvre. Consequently, choosing a favourable moment, I turned sharply to the right and steamed towards the north-east, calculating that I would be able to turn northwards before I reached the Korean coast. This manoeuvre was not noticed in time, and as our speed had now increased to seventeen knots, it seemed highly probable that we would succeed in our intention, but in less than five minutes the *Rurik* left the line and hoisted the signal: 'Steering gear not working.'

"Accordingly signalled to her to steer by means of her engines and to keep on in our course. Not receiving a reply to that signal, and seeing that all the Japanese cruisers were concentrating their fire on the *Rurik*, all my subsequent manoeuvres had the sole object of affording her an opportunity of repairing her damaged steering gear, by drawing on myself the whole of the enemy's fire in order to cover the *Rurik*.

"At this moment we noticed two other second and third-class cruisers coming up to join the enemy. The signal 'I cannot steer' was then hoisted on the *Rurik*. Manoeuvring in front of her, I gave her an opportunity of retiring in the direction of the Korean coast, then two miles distant.

"About eight o'clock the signal to make for Vladivostok was hoisted. This the *Rurik* repeated, and held on the desired course, the wave raised by her bow indicating that she was steaming at great speed. She followed in the wake of the cruisers *Rossiya* and *Gromovoi* towards the north-west, fighting all the time with the enemy, who held a parallel course at a distance of 24 cable lengths from us. The *Rurik* was then about four miles south-west of us.

"The fight had now lasted fully two hours. We had sustained considerable damage. On the cruiser *Rossiya* three funnels were holed and three of her boilers were rendered useless. She was thus unable to keep up full steam.

"About half-past eight the *Rurik* began to lag very much behind, and she again began to yaw from side to side. We saw that two second-class cruisers had effected a junction and were engaging her. Thereafter she was quickly lost to sight. As Admiral Kamimura, however, was following us steadily with four armoured cruisers, and was thus drawing away from the *Rurik*, I continued the fight on this course, luring the enemy further away to the north, in the hope that the *Rurik* would beat off her two opponents, and, in spite of the damage she had sustained, would be able to reach Vladivostok under her own steam.

"Shortly before ten o'clock the enemy, withdrawing to about forty cables' distance, opened the most deadly fire of the whole engagement, leading us to believe that he would afterwards come up to attack us; but to our general astonishment his whole squadron, still firing, bore away from us, the ships turning to the right in succession and ceasing fire, after five hours' desperate fighting.

"I immediately proceeded to ascertain our losses and the extent of the damage we had sustained. On the *Rossiya* eleven holes had been made below the water-line, and six on the *Gromovoi*. The losses of officers on the two cruisers exceeded half their total number, while those of the men amounted to 25 per cent. of the entire strength.

"In view of the above-mentioned circumstances it was absolutely impossible to renew the fight by returning to the spot where we had parted from the *Rurik*, which was then thirty miles to the south.

"It was necessary to stop the engines, taking advantage of the calm weather, hurriedly repair the more serious breaches, and proceed to Vladivostok.

"On the cruiser *Rossiya* our casualties were:—Killed: Captain Berlinksky; wounded: Lieutenants Stanoff and Petroff, and Ensigns Dombrovsky, Baron Aminoff, Kolokoloff, and Lehmann. On the *Gromovoi*:—Killed: Lieutenants Brasche and Bolotnikoff, Ensigns Goussevitch and Tatarinoff; wounded: Captain Dabitch, seriously, Vladislavoff, Diatchkoff, and Ensign Radensky slightly. Lieutenant Mohs and Ensign Orloff sustained bruises. On both cruisers 135 sailors were killed and 307 wounded. The dead were buried at sea with the exception of Captain Berlinksky.

"In conclusion I consider it my duty to testify to the gallant conduct and devotion to duty displayed by the officers and men of the squadron. They behaved as if they were made of iron, knowing neither fear nor fatigue. Obligated to quit their hammocks to hurry into the fight, and being unable to take food of any kind beforehand, at the end of five hours of battle they still fought with the same vigour and steadfastness as at the beginning of the action. I consider it incumbent upon me to add to this report of the Commander of the Squadron that after making a personal examination of the cruisers, all of which were damaged by the enemy's projectiles, and taking into consideration the losses we sustained, I have been able to appreciate the high degree of firmness, courage, and self-sacrifice with which the respective crews discharged their duty in this unequal battle against numerically superior forces of the enemy."

POLICE COURT.

Saturday, 1st October.

BEFORE MR. E. D. C. WOLFE (ACTING SECOND MAGISTRATE).

NO NOTICE.

A ricksha coolie was fined \$15, including \$4 compensation to complainant, the surgeon in charge of Tung Wa Hospital for leaving employment without notice.

ILLICIT OPIUM ON STEAMERS. Four Chinamen were charged with unlawful possession of illicit opium on board the river steamer *Kueng Chow*. Mr. Hoggarth, the chief excise officer, said that Chinese steamers plying between Hongkong, Macao, and Canton did an extensive business in illicit opium. One method of carrying on the trade was for the crew to run a dunnage or supply opium for passengers to smoke on the voyage. On getting close to the wharf the pipes were safely hidden away and only made their reappearance when the vessel was again clear. The first defendant was fined \$50, the third \$25, the fourth \$10, and the second remanded till Monday for further inquiries.

NOT RATS.

A man was charged with stealing camphor oil, property of the Japanese firm of Kusakubi & Co. For some time, it appears, oil has been disappearing from the Co.'s godown at No. 369, Queen's Road West. A watch was set upon the premises, with the result that early on Saturday morning a detective, suspecting a night-soil cooler, arrested him, and found two tins of oil concealed amongst the filth. There was also a crowbar, and a panel in the door of the godown bore marks. The case was remanded.

ALLEGED UNLAWFUL BURIAL. A Chinaman was charged with removing a dead body without a permit, and with burying in a place other than a public cemetery. It was said that on the 27th ult. a Chinese girl, aged fourteen years, lost her life through being crushed between two junks at Shaikwan. It is alleged that the father then took the body away into the New Territory and buried it, and gave the master of the junk \$88 to hold his tongue about the occurrence; but another man turned informer. The case was remanded.

"JAMES" AND "J. W."

The *Ceylon Times* also seems to have been puzzled as to which Mr. Lowther M.P. it was that died. It says: "We were wrong yesterday in believing that it was not the well-known 'Jimmy Lowther,' whose death Renter announced. 'Who's Who' writes to us to-day:—

"I think you are wrong in what you say about the Right Hon. James Lowther, whose death you announced yesterday. If I remember rightly the late member for Thanet is the well-known 'Jimmy Lowther.' The Deputy Speaker is another James Lowther altogether, and has only been known at all in consequence of his appointment. On the other hand the member for Thanet is a very well known and was always, I think, caricatured as a stamphen with a straw in his mouth. I think I am also right in saying that he is the member who always introduced the motion to adjourn over Derby Day, or at any rate a motion of a similar nature."

The regret will be general over the death of this genuine sportsman. He was a "true blue" if ever there was one. His name was honoured through the length and breadth of the land, and he was as much respected and admired on Newmarket Heath as in the bubble shop or on the political platform. He was one of the men who preached protection and preference in the wilderness, before Mr. Chamberlain took up the theme.

ANOTHER PAIN KILLER.

The recent discovery of encaine, a powerful local anesthetic, is looked upon as another scientific triumph. It is said that it will make possible operations which might not otherwise take place owing to heart weakness, for the patient remains conscious during its use, although, of course, those parts of the body to which it is applied are insensible to pain. It will also give the surgeon more time for his work, and do away with certain people's conscientious objections to anesthetics. Although it can be used for amputations, it will probably be most useful for treatment of the thyroid glands. In such operations the use of chloroform is often impracticable. A successful operation of this kind which was recently performed with encaine in a London hospital lasted nearly an hour and a half. Encaine is injected by a hypodermic needle under the skin at the place where the incision is to be made. After a few moments the skin may be cut without the patient feeling anything. As different and deeper parts are exposed the drug is dropped at intervals of a few minutes. To the observer the operation appears similar to those of the days before chloroform, as the patient is conscious and now and again makes some remark. The eyes are covered with a cloth to minimize nervousness, and the patient is strapped to the operating-table to prevent involuntary movements. —*Kobe Chronicle*.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

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Hongkong, 8th August, 1904.

BERI-BERI.

An interesting letter in the *Times* calls the attention of those who are interested in the treatment of beri-beri in South Africa or elsewhere to the report of the Surgeon-General of the United States Army for the year 1903. That official states that the disease caused 626 admissions, equal to 7.75 per 1,000 of strength, a rate for the whole army larger than that of typhoid fever. Nearly all the cases occurred among the Philippine Scouts, and all originated in the Pacific Islands. There were 23 cases and two deaths among white troops, five cases with one death among coloured, and 598 cases with 29 deaths among Philippine soldiers. The Surgeon-General concludes that this disease will be a very decided factor in the morbidity and mortality of the Malay troops of the United States Army, and will but slightly affect the American-born soldier. In December, 1902, a board of officers was appointed by an order of the headquarters division of the Philippines to investigate and report upon furia and other tropical diseases of horses and mules and to examine into and report upon various subjects pertaining to military administration in India, Burma, and Java. The report, dated Manila, June 8, 1903, included beri-beri, and enumerated as the six agents chiefly considered in the production of the disease in recent times diet, impure water, damp and moisture, exposure to cold, great alterations of temperature, and malaria. As regards diet the conclusion arrived at is that, while diet has nothing to do with the cause of the disease, it is possible that its poverty in respect of its nitrogenous constituents may predispose the blood of the native soldiers to the reception of the poison, whatever the peculiarity of that virus may yet be discovered to be.

As regards the other five causes enumerated, the conclusion was that all may be eliminated as having any direct bearing on the disease except "damp and moisture" and "exposure to cold." As regards these causes, attention to which may be of practical use to those who have the care and superintendence of Malays and others specially liable to the disease, the writer (Mr. Charles Bruce) quotes from a report of the chief surgeon of the division of the Philippines included in the report of the Surgeon-General of the United States Army, as follows:—

"There can be little doubt that without these conditions (damp and moisture) the exciting cause of beri-beri could not exist, hence the authorities hold that this is a strong proof of the malarious origin of the disease. But as the presence of a parasite similar to malaria has not yet been discovered, this theory is purely speculative. Observations show that exposure to cold or night air may be the cause of bringing on an attack of beri-beri in those who are already in a low state of health, but whether this could be brought about and a case of true beri-beri produced without the presence of the poison is a doubtful question. The board was informed by Dr. Fock that it was almost invariably true when the patients were sent to the Hill Hospital and a nitrogenous food supplied them they began to improve immediately, and provided they reached there when the disease was in its early stages, recovery in a few weeks was almost sure. Some, however, being attacked in remote districts, and the authorities being unable to transport them before some time elapsed, had fewer chances of recovery."

On the subject of the infectious nature of beri-beri the chief surgeon reported that the disease does not appear to be infectious from man to man, but to spread among the membership of a command because all are exposed to a morbid influence existing in the locality. This was shown by the effect which a removal to a new locality had in checking the further spread of the disease, and the more rapid recovery of those already affected.

In calling attention to the report of the Surgeon-General of the United States Army on the subject of beri-beri it will be understood that the importance Mr. Bruce attaches to this publication lies in the results exhibited of practical experience of the operation of the disease among native troops commanded by white men and living under a system of organization designed in accordance with what may be sufficiently defined as the intelligence of Western civilization. It seems, therefore, to be the record of an experience not without value for practical purposes in the organization of the labour contingent now being imported into South Africa. It is a value of quite a different order from the scientific investigation of beri-beri now being conducted by the London and Liverpool Schools of Tropical Medicine.

NOTICES TO MARINERS.

The following notifications, issued by the Harbour Master at Newchwang, have reached us.

"Notice is hereby given that the Japanese steamer *Yatsuna Maru* lies sunk in the Newchwang harbour off the Customs House in mid-stream in 6 fathoms at low water, showing about 12 feet of her masts above water, and, until removed, a sampan will be made fast to the wreck, showing a red flag during the day and a red light during the night."

"Notice is hereby given that the Treaty Power Consuls have decided, in view of the re-establishment of normal conditions as regards navigation, to abolish from to-day the extra 50 per cent. charge for pilotage temporarily authorised in Harbour notification No. 3 of 2nd April, 1904."

TRADE MARK.

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ROBINSON PIANO CO. LD.

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Hongkong 18th, February, 1904.

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THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897.

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARLACH & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897.

NORTHERN ASSURANCE CO.

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TOTAL FUNDS AT 31st DECEMBER, 1903

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INCORPORATED A.D. 1851.

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L'UNION DE PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept risks against Fire at current rates.

SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904.

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR THE REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that RICHARD MATTHEWS AND COMPANY, LIMITED, of 24 and 25, Hart Street, Bloomsbury, London, England, have on the 4th day of June, 1904, applied for the registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARKS:

"The Prince of Wales' feathers in a Crown, with the word 'Carlton' on a scroll across the feathers, and with the words 'Richd. Matthews & Co.' above the feathers, and the words 'Trade Mark' below."

in the name of RICHARD MATTHEWS AND COMPANY, LIMITED, of 24 and 25, Hart Street, Bloomsbury, London, England, who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants in respect of Wines and Spirits in Class 43.

A Facsimile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.

Dated the 2nd day of August, 1904.

(Sd.) GEO. K. HALL BRUTON, Nos. 39 & 41, Des Vaux Road, Victoria, Hongkong, on behalf of the Applicants.

1896

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that WILLIAM EDWARD PEARSON, of Savoy Mansions, London, England, Manufacturer, has on the 21st day of July, 1904, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:

"A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned."

Dated the 29th day of July, 1904.

MATTHEW J. D. STEPHENS, Solicitor and Agent on behalf of the Applicant, 18, Bank Buildings, Hongkong.

1896

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J. D. EDWARDS, Manager. Amoi, 3rd December, 1903.

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DOCK No. 1 (at TATEGAMI). Extrema Length... 523 feet.

Length on Blocks... 513 "

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CORRESPONDENCE.

A DUTIFUL BROTHER.

TO THE EDITOR OF THE "DAILY PRESS."

Canton, 29th September.

SIR,—My brother Mr. E. V. Xavier, the manager of Messrs. Arnhold, Karberg & Co.'s oil tanks in Fati, being ill, and consequently unable to contradict your correspondent's account of the fire that took place there on the 26th inst., I feel it is my duty to say that it is not true that he "was severely burnt while saving his property."

His personal effects, which he overlooked, and which were not insured, were almost completely destroyed.

His only object was to safeguard the interests of his employers, and in doing so, he injured himself.—Yours truly,

H. H. XAVIER.

c/o Messrs. Herbert Dent & Co.

Canton, 30th September.

SIR,—With reference to the Canton Notes published in the columns of your paper of the 26th inst. re "the big oil blaze," will you be so good as to allow me space to correct one or two errors of your correspondent, which might have caused a bad impression in the mind of the public?

In that article your correspondent says: (The fire) "in its earliest stages, indeed, it threatened the residence of the Portuguese caretaker situated barely twenty yards away to windward. The woodwork of the window in this house was consumed, and the unfortunate occupant was severely burnt, while saving his property, his wife also suffering to some extent."

The facts of the matter are these: On the day in question, at about 5 o'clock p.m., Mr. Xavier, the manager in charge of the kerosene godown in Fong Tsai (not Fati), was talking to some officers of S.S. *Ataka* on the Bund, and when he heard the alarm of fire he ran immediately to the godown, and the door being opened saw dense smoke coming out and the cargo was in full blaze. While bravely attempting to put out the flame by throwing sand, his clothing caught fire, which he did not even know, but an Indian watchman dragged him out of the flame and rolled him in the sand, and then picked him up and dipped him into the water to save his life. His left leg, right hand, and some part of his body were badly burnt, and he is still suffering from the effects of it.

Under these circumstances it is but right that there should be a clear exposition of his case, so as not to cast any slur upon his character. To say that he was severely burnt while saving his property is untrue, and prejudicial to him. His furniture and clothing were all damaged. Your correspondent must have been misinformed or under a wrong impression. Instead of saving his own property Mr. Xavier sacrificed his personal interest and safety and that of his family, and went bravely to the rescue of his employer's property which was entrusted to his care. For his behaviour in acting as he did he deserves every possible consideration and compensation for the loss and suffering that he has undergone.

Thanking you in anticipation for the insertion of the above—I remain, yours truly,

A FRIEND.

COUNTY CRICKET CHAMPIONSHIP.

The season's county cricket Championship, which opened April 9th, is over. Lancashire is at the top with an unbeaten record, and, despite her long succession of drawn games in August and her narrow escapes at the hands of Yorkshire and at least one other county, she possessed the most level top of players. Her amateurs MacLaren, Spooner, Hornby and Findlay, have been of the greatest assistance; the best professional batsman in England, Tyldesley, has rarely failed to come off; whilst Cattell, Hallows, Sharpe, and later, Kermode the Australian, have kept the attack strong throughout the season. Yorkshire beat Kent in the struggle for second place, and Hirst once again is the standard man of a splendid team. Hirst is the only cricketer in England to score over 2,000 runs and take 100 wickets in a season, and he did this early in August. Kent have made wonderful strides, and are a stronger team now than for many years past. Middlesex have not been so successful this year, and once or twice they gave a disappointing display. In Mr. Bosquett, however, they have the best all-round amateur playing cricket to-day. Surrey is as low as last year in the list, and is a team of which to despair. Hayward is as good a run-getter as ever, but the team seems to lack unity as much as ability. Mr. Raphael, as permanent captain, would mend matters doubtless, as would the discovery of anything approaching another Lohmann or Richardson. The other counties call for little comment, except that Hampshire retains without difficulty the wooden spoon, and that Essex and Worcester have gone back greatly.

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Kent	22	10	4	8	6	42.85
Notts	20	7	4	9	3	27.27
Middlesex	18	8	5	5	3	29.07
Sussex	24	5	4	15	1	11.11
Warwickshire	16	5	5	8	0	—
Gloucestershire	20	6	8	8	0	—
Derbyshire	18	5	6	7	—	—9.09
Gloucester	18	5	8	5	—	—23.07
Surrey	28	6	12	10	—	—33.33
Somerset	18	5	11	2	—	—37.50
Essex	20	4	9	7	—	—38.46
Worcester	18	3	8	7	—	—45.45
Hampshire	18	2	12	4	—	—71.42

SHARE REPORT.

Messrs. Erich George & Co.'s Weekly Share Report, dated 1st October, was as follows: Business has been fairly active, but rates have not undergone any very material change, except China Sugars, which have experienced another sharp rise. The sterling demand rate on London closes at 1s. 10d., while rates on Shanghai, while nominally unaltered, close weak. Bar silver is quoted in London 26 11-16d., and Consols 488 1/2.

BANK SHARES.—Hongkong and Shanghai sold to a small extent at 86 1/2, and a few more shares are wanted; the London rate is 467. National are unchanged.

MARINE INSURANCE SHARES.—Unions have advanced to 31 1/2 buyers, while China Traders, selling at 36 1/2 and 36 3/4, close quiet at 36 1/2. North China are in demand at 72 1/2. Yangtze are steady at 84 1/2. Canto's have improved to buyers at 82 1/2, a sale at 82 1/2 for end of this month is also reported; the 23rd ordinary general meeting of shareholders will be held on 21st instant, transfer books closing from 7th to 21st instant.

FIRE INSURANCE SHARES.—Hongkong sold at 330 to 332 1/2. Chinas fetched 387 and continue in demand.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboat Shares sold in large lots at 328 1/2, and more shares are wanted. Indo-China, after advancing to 31 1/2, and dropping afterwards to 31 1/2, buyers at 31 1/2 cash, the Shanghai quotation having advanced again to 31 1/2, and London quoting 31 1/2. Fair quantities sold on time, and up to 18 1/2 for 31st December and 18 1/2 for 31st March has been said. China and Manila have sellers at 5 1/2. Douglas are offering at 332 ex the dividend of 32 per share paid on 29th ultimo. Star Forries have not been mentioned this week. Shell Transports changed hands at 25s., closing with further buyers; the London quotation is 25s. 6d.

REFINERIES.—China Sugars have been in strong demand throughout the week, and a number of shares changed hands, mostly on time. For cash up to 32 1/2 has been paid; while the rates on time do not correspond with the cash rate, being lower in comparison. Lurons have not been mentioned by buyers.

MINING SHARES.—Unchanged and without business.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Dock Company's shares weakened somewhat under the influence of settlement sales, and down to 32 1/2 has been accepted, the market, however, closing with buyers at that rate, and no sellers except at an advance. Hongkong and Kowloon Wharf and Godown Company's shares sold and have further buyers at 31 1/2. New Amoy Dock Shares unchanged. Farnham, contrary to expectations, weakened after the meeting held in Shanghai on 26th ultimo, when the proposed scheme to sell the concern to a London Company was passed, and some very erratic business has been done, both cash and on time; the closing rate is 18 1/2. Buyers locally. Shanghai and Hongkong Wharves are quoted in Shanghai 18 1/2 buyers.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Land Live Rent and Agency Company's shares have needed further selling at 31 1/2 and 31 1/2. Kowloon Lands are steady at 380, while West Point are obtainable at 380. Hongkong Hotels after further sales at 31 1/2, close rather quiet. Humphreys' Estates are firmer with buyers at 31 1/2 for old shares; the new issue is quoted 35. Shanghai Lands have local buyers at 18 1/2.

COTTON MILLS.—Unchanged and without sales.

MISCELLANEOUS.—Green Island Cements continue in demand at 31 and China Borneo's at 31 1/2. Watsons are wanted at 31 1/2, after sales at 31 1/2 and 31 1/2. Ice shares can be placed at 32 1/2, and Steam Waterboats at 32 1/2. China Providents sold at 39 1/2. Watkins are inquired after at 39 1/2. China Lights and Powers sold at 31 1/2. Wm. Powells are quoted 31 1/2 ex the final dividend of 70 cents per share paid on 27th ultimo. Our latest quotation for Langkats from the north is 18 1/2 buyers.

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

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SIEMSEN & CO.

Hongkong, 3rd October, 1900.

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SHIPPING.

ARRIVALS.

BORNEO, German str., 1,344 E. Muhle, 1st October, Sandakan 27th Sept., Timber and General.—Melchers & Co.

CARL DIEBOLD, German str., 774, H. Schliker, 2nd Oct., Hobow 1st Oct., General.—Jensen & Co.

CHOISANG, British str., 1,424, Roope, 2nd Oct., Shanghai 25th Sept., General.—Jardine, Matheson & Co.

CHUSANG, British str., 1,418, R. Cox, 1st October, Moji 25th September, Coal.—Jardine, Matheson & Co.

COURTIER, British str., 2,874, J. W. Martin, 1st October, 6th September, Ballast.—Gibbs, Livingston & Co.

DEVAYONG, German str., 1,058, Chr. Kumpel, 2nd Oct., Bangkok 27th Sept. and Swatow 1st Oct., Rice and Timber.—Butterfield & Swire.

ELIO, Norwegian str., 708, Chr. Stephensen, 30th Sept., Holo 26th September, General.—Sander, Wieler & Co.

GLENGGLE, British str., 2,399, W. T. Larkins, 30th September, Singapore 25th Sept., General.—Chase.

HAILAN, French str., 377, L. Anderson, 30th September, Pakhoi and Hoihow 29th Sept., General and Pigs.—A. R. Marty.

JOHANN, German str., 352, Inland, 1st Oct., Haiphong, 27th September, Hoihow 30th September, General.—Jensen & Co.

KIUKANG, British str., 1,223, Harris, 1st October, Canton 30th Sept., General.—Butterfield & Swire.

KWANGLEE, Chinese str., 1,540, Lincoln, 1st October, Canton 30th September, General.—Chase.

KWANGTAN, Chinese str., 1,536, Wm. H. Lunt, 1st October, Shanghai 25th September, General.—Chase.

LARUT, British str., 1,341, J. B. Jackson, 1st October, Saigon 26th September, General.—Chase.

MADREIRA, German str., 1,020, L. Gorden, 1st October, Bangkok 24th September, Rice.—Butterfield & Swire.

PROMISE, Norwegian str., 713, E. Thorstensen, 1st October, Bangkok 24th Sept., Rice.—Chase.

PROVIDENCE, Norwegian str., 692, C. Cornelissen, Anping, Amoy and Swatow 1st Oct., General.—Osaka Shosen Kaisha.

PURNEA, British str., 2,137, J. Pearson, 2nd October, Singapore 27th Sept., General.—Jardine, Matheson & Co.

TAIYUAN, British str., 1,460, L. Dawson, 2nd October, Melbourne and Sydney 9th September, General.—Butterfield & Swire.

WUHU, British str., 1,227, E. Richards, 2nd October, Saigon 1st October, General.—Butterfield & Swire.

DEPARTURES.

1st October.

AN PHO, British str., for Saigon.

AUSTRIA, Austrian str., for Trieste.

DEUCALION, British str., for Vancouver.

HONGKONG, British str., for Amoy.

ISLA DE NEGROS, for Manila.

MARIE JENSEN, German str., for Moji.

PERA, British str., for Shanghai.

RANDER RICKMANN, British str., for Saigon.

SABINE RICKMANN, British str., for Saigon.

TAIBHAN, British str., for Amoy.

URUBANDA, British str., for Yokohama.

ZAFIRO, British str., for Manila.

2nd October.

AYALA, British str., for Saigon.

BENVENUE, British str., for Yokohama.

CHANGHONG, British str., for Amoy.

GLENGGLE, British str., for Rangoon.

HAITAN, British str., for Coast Ports.

HUKON, British str., for Bangkok.

KWANGTAN, Chinese str., for Canton.

M. STUVE, German str., for Tamsui.

QUEEN ELIZABETH, British str., for Sydney.

SHAWMUT, American str., for Tacoma.

VESSELS IN DOCK.

1st October.

ABERDEEN DOCK.—U. S. S. Pollander, Kongnam, Lith. Kanput, Athanas, Jacob Diederichsen.

COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLE, MEDITERANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; also

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 4th October, 1904, at 1 P.M., the Company's Steamship "AUSTRALIAN," Captain Verron, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 3rd October. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 21st September, 1904.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LECORNO and GENOA, also VENICE and TRIESTE, all MEDITERANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.

(Taking Cargo at through rates to PRESTAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI," Captain Beloit, will be despatched as above WEDNESDAY, the 12th October, at Noon. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 29th September, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	8th inst. at Noon
LONDON, AMSTERDAM & ANTWERP	PATROCLUS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	11th inst.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	Williams	BUTTERFIELD & SWIRE	25th inst.
LONDON & ANTWERP via SINGAPORE, &c.	LYSSES	Brit. str.	Williams	BUTTERFIELD & SWIRE	8th Nov.
MARSEILLES &c. via PORTS OF CALL	JAPAN	Brit. str.	E. P. Martin	P. & O. S. N. Co.	About 18th inst.
BREMEN, via PORTS OF CALL	AUSTRALIEN	Fren. str.	Verron	MESSAGERIES MARITIMES	To-morrow, 1 P.M.
HAVRE & HAMBURG	SACHSEN	Ger. str.	H. Feyen	MELCHERS & CO.	12th inst. at Noon.
HAVRE & HAMBURG	SCANDIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	6th inst.
HAVRE & HAMBURG	BRISAVIA	Ger. str.	von Döhren	HAMBURG-AMERIKA LINIE	18th inst.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Malsen	HAMBURG-AMERIKA LINIE	15th Nov.
DURBAN, NATAL	COURTIER	Brit. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	29th Nov.
GENOA, MARSEILLES & LIVERPOOL	PINGSUY	Brit. str.	J. W. Martin	GIBB, LIVINGSTON & CO.	23rd inst.
NEW YORK via SUEZ CANAL	SAGAMI	Brit. str.	Parker	BUTTERFIELD & SWIRE	About 8th inst.
VANCOUVER, via SHANGHAI, &c.	CLAYBURN	Brit. str.	Clark	SHAW, TOMES & CO.	About 16th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	E. OF CHINA	Brit. str.	M. Beathan	CANADIAN PACIFIC R. CO.	19th inst.
PORTLAND, OREGON & SEATTLE via N. SAKI, &c.	ATHENIAN	Brit. str.	S. Robinson	CANADIAN PACIFIC R. CO.	12th inst.
AUSTRALIAN PORTS	TREMONT	Brit. str.	T. W. Garlick	DODWELL & CO., LIMITED	7th inst.
AUSTRALIAN PORTS	YANGTSING	Brit. str.	Wagner	BUTTERFIELD & SWIRE	1st Nov.
AUSTRALIAN PORTS	CHINGTO	Brit. str.	McD. Howie	BUTTERFIELD & SWIRE	10th inst.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	A. H. Schaw	GIBB, LIVINGSTON & CO.	15th inst. 11 A.M.
YOKOHAMA & KOBE	YAWATA MARU	Brit. str.	A. E. Moses	NIPPON YUSEN KAISHA	21st inst. 4 P.M.
SHANGHAI	TAITUAN	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	7th inst.
CHANGHAI	WUHSUNG	Brit. str.	G. M. Montford	P. & O. S. N. Co.	About 7th inst.
CHEFOO & NEWCHWANG	KIUKANG	Brit. str.	Harris	BUTTERFIELD & SWIRE	8th inst.
TAMSUI, via SWATOW & AMOY	FRITHOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	To-day
TAKAMU, via SWATOW & AMOY	M. STUVE	Jap. str.	P. Brandt	OSAKA SHOSEN KAISHA	9th inst. D'light.
TAKAMU, via SWATOW & AMOY	PROVIDENCE	Jap. str.	K. Kornelsen	OSAKA SHOSEN KAISHA	16th inst. D'light.
POOCHOW, via SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSEN KAISHA	15th inst. D'light.
AMOY, STRAITS & RANGOON	PURNEA	Brit. str.	J. B. Pearson	JARDINE, MATHESON & CO.	12th inst. D'light.
SWATOW, AMOY & POOCHOW	HAIMUN	Brit. str.	Robson	DOUGLAS LAURENCE & CO.	6th inst. 11 A.M.
MANILA	YENSANG	Brit. str.	Wheeler	JARDINE, MATHESON & CO.	To-day, 4 P.M.
MANILA DIRECT	TAMING	Brit. str.	Pennafather	BUTTERFIELD & SWIRE	5th inst.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SHAW, TOMES & CO.	8th inst. 10 A.M.
MANILA DIRECT	AUSTRALIAN	Brit. str.	Schaw	GIBB, LIVINGSTON & CO.	15th inst. Noon.
CEBU & LOILO	ZAFIRO	Brit. str.	R. Rodger	SHAW, TOMES & CO.	15th inst. 10 A.M.
BOMBAY via SINGAPORE & PENANG	KAIPOONG	Brit. str.	Finlayson	BUTTERFIELD & SWIRE	To-morrow.
SINGAPORE, PENANG & CALCUTTA	CAPRI	Ital. str.	Beloit	CALLOWITZ & CO.	12th inst. Noon.
JAVA PORTS	C. AFACAN	Brit. str.	A. Stewart	DAVIDSON & CO.	To-morrow, 3 P.M.
KUDA' & SANDAKAN	NAMSAUNG	Brit. str.	Jardine, Matheson & Co.	JARDINE, MATHESON & CO.	11th inst. 3 P.M.
	TIPANAS	Dut. str.		JAVA-CHINA-JAPAN LINE	Quick despatch.
	MADANANG	Brit. str.	S. J. Payne	JARDINE, MATHESON & CO.	7th inst. 4 P.M.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 3,852 Tons WEDNESDAY, 12th Oct.

R.M.S. "EMPEROR OF CHINA" 6,000 Tons WEDNESDAY, 19th Oct.

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 2nd Nov.

R.M.S. "EMPEROR OF INDIA" 6,000 Tons WEDNESDAY, 16th Nov.

R.M.S. "EMPEROR OF JAPAN" 6,000 Tons WEDNESDAY, 14th Dec.

Hongkong to London, 1st Class via St. Lawrence 240 via New York 262.

Intermediate in Steamers, 240

and 1st Class Rail, 242

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand-books, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, 9, Radder Street.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA

VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,605	T. W. Garlick	Friday, October 7th
LYRA	4,417	G. V. Williams	Thursday, October 20th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS, Hongkong, 26th September, 1904.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2,540	R. W. Almond	Manila direct.	Sat., 8th Oct., 10 A.M.
ZAFIRO	2,540	R. Rodger	Manila direct.	Sat., 15th Oct., 10 A.M.

For Freight or Passage apply to

SHAW, TOMES & CO., GENERAL MANAGERS. Hongkong, 30th September, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SCANDIA (ex KONIGSBERG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 6th Oct. Freight & Passengers.
SUEVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 18th Oct. Freight.
BRISAVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
SLAVONIA (ex STASSBURG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 15th Nov. Freight & Passengers.
SEGOVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 29th Nov. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, QUEEN'S BUILDINGS.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY 12th October
SACHSEN	WEDNESDAY 26th October
ZETLEN	WEDNESDAY 9th November
PRINZESS ALICE	WEDNESDAY 23rd November
PRINZ REGENT LUITPOLD	WEDNESDAY 7th December
PRINZESSEN	WEDNESDAY 21st December
PRINZ EITEL FRIEDRICH	WEDNESDAY 4th January 1905

ON WEDNESDAY, the 12th day of OCTOBER, 1904, at Noon, the Steamship "SACHSEN," Captain H. Feyen, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 10th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 11th October, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 11th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO., AGENTS. Hongkong, 28th September, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"NICOMEDIA"	4,370	Wagner	October 10th, 1904.
"NUMANTIA"	4,370		October 27th, 1904.
"ARABIA"	4,425	Balle	November 19th, 1904.
"ARAGONIA"	5,198	Schmidt	December 13th, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT. Hongkong, 25th August, 1904.

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAKOW VIA ANPING, SWATOW AND AMOY	"PROVIDENCE"	WEDNESDAY, 5th Oct., at Daylight.
TAMSUI, via SWATOW AND AMOY	"K. KOENIGSEN"	SUNDAY, 9th Oct., at Daylight.
FOOCHOW, via SWATOW AND AMOY	"RIEHLER"	at Daylight.
TAMSUI, via SWATOW AND AMOY	H. A. HARBOLDSEN	WEDNESDAY, 12th Oct., at Daylight.
	"TRIUMPH"	at Daylight.
	A. HANSEN	SUNDAY, 16th Oct., at Daylight.
	"M. STUVE"	at Daylight.
	T. BRANDT	at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers. For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central. Hongkong, 30th September, 1904.

T. ARIMA, Manager

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
* SHANGHAI	COROMANDEL	About 7th October.	Freight and Passage.
LONDON, &c.	BENGAL	Noon, 5th October	See Special Advertisement.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	JAPAN	About 13th October	Freight and Passage.
	E. P. Martin, R.N.R.		

* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 30th September, 1904.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

QUEEN ELIZABETH, British ship, C. E. Fulton—Standard Oil Co.

LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.

KENTMERE, British Ship, T. E. Burch—Standard Oil Co.

BOUAFARI, French barque, Jean—Standard Oil Co.

E. B. SUTTON, American barque, Johnson—Order.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain J. McIntyre, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD. No. 147, Connaught Road Central. Hongkong, 15th March, 1904.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"ULYSSES"	On 3rd October.	
GLASGOW AND LIVERPOOL	"JASON"	On 14th October.	
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 22nd October.	
GLASGOW AND LIVERPOOL	"PYRRHUS"	On 27th October.	
GLASGOW AND LIVERPOOL	"YANGTZE"	On 29th October.	

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.	
GENOA, MARSEILLES and LIVERPOOL	"PINGSUET"	On 22nd October.	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 25th October.	
LONDON, AMSTERDAM and ANTWERP	"ULYSSES"	On 28th November.	

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 1st November.	

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
CHEFOO & NEWCHANG	"KIUKIANG"	On 3rd October.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	On 3rd October.	
CEBU & ILOILO	"KAIFONG"	On 4th October.	
MANILA	"TAMING"	On 5th October.	
YOKOHAMA and KOBE	"TAIYUAN"	On 7th October.	
SHANGHAI	"WOOSUNG"	On 8th October.	

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
* MANILA	"YUENSANG"	Monday, 3rd Oct., 4 P.M.	
KUDAT & SANDAKAN	"MAUSANG"	Friday, 7th Oct., 4 P.M.	
* SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 11th Oct., 3 P.M.	

SOUTH AFRICAN LINE OF STEAMERS.

STEAMER	FROM	EXP. ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of October	JAVA PORTS	Second half of October
TJILATJAP	JAVA	First half of October	JAPAN via SHANGHAI	Second half of October
TJIMAH	JAVA	First half of November	JAPAN via SHANGHAI	First half of November

JAVA-CHINA-JAPAN LIJN, REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXP. ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of October	JAVA PORTS	Second half of October
TJILATJAP	JAVA	First half of October	JAPAN via SHANGHAI	Second half of October
TJIMAH	JAVA	First half of November	JAPAN via SHANGHAI	First half of November

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN,
Alexandra Buildings, 3rd Floor,
Hongkong, 30th September, 1904.

STEAMER	FROM	EXP. ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of October	JAVA PORTS	Second half of October
TJILATJAP	JAVA	First half of October	JAPAN via SHANGHAI	Second half of October
TJIMAH	JAVA	First half of November	JAPAN via SHANGHAI	First half of November

VESSELS ON THE BERTH

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
Via PORTS AND SUEZ CANAL
PROPOSED SAILINGS FROM HONGKONG.
1904.
"SAGAMI" ... 3rd Oct.
"HINDUSTAN" ... 10th Oct.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 9th August, 1904.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship
"PURNEA"
Captain J. B. Pearson, will be despatched as
above on WEDNESDAY, 5th October, at DAY-
LIGHT.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 28th September, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South America in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPS Ports every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED.
General Agents for China and Japan.
Hongkong, 4th August, 1904.

HONGKONG-CANTON LINE.

THE British steamship
"YING KING,"
the newest, fastest and most luxuriously furnished
steamer on the line and is lighted throughout
with electricity; hot and cold water service.
The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M., and returning from Canton every
following evening at 5 P.M.
1st Class ... \$3.00 for Single journey
2nd ... 1.50
Meals ... 1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.
YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw
Steamer
"TAI ON,"
Captain J. Lawrence, leaves the Tung Yik
Wharf, Praya West, on MONDAYS,
WEDNESDAYS and FRIDAYS at 5.00 P.M.,
returning from Canton on TUESDAYS,
THURSDAYS and SATURDAYS, at 5 P.M.
FARES:
Saloon ... \$2.00
Chinese Saloon ... \$1.00
2nd Class ... 0.60
Steage ... 0.20
This well-known steamer has been fitted
throughout with Electric Light. Unrivalled
accommodation, excellent cuisine, best brands of
Wines and Spirits at moderate charges.
YIK ON S.S. CO.,
309, Des Voeux Road Central.
Hongkong, 9th July, 1904.

NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"AUSTRIA"

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed and
stored at their risk, into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 4th October, or they will not
be recognised.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 4th
October, will be subject to risk.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 27th September, 1904.

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, via
MANILA, THURSDAY ISLAND,
TOWNSVILLE & BRISBANE.

THE Company's Steamship

"YAWATA MARU"

Captain A. E. Moss, will be despatched as
above on FRIDAY, the 21st inst., at 4 P.M.
This well-known Steamer is specially con-
structed for service in the Tropics, and is
provided with superior accommodation and with
all modern fittings and improvements for the
safety and comfort of Passengers. Electric
Light and Refrigerator. Doctor and
Stewardess carried.
For Freight or Passage, apply at the Com-
pany's Local Branch Office in Prince's Building,
First Floor, Chater Road.
A. S. MITHARA,
Manager.
Hongkong, 1st October, 1904.

PORTLAND AND ASIATIC STEAM- SHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICOMEDIA"

FROM PORTLAND (OR.) YOKOHAMA,
KOBE, AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture, and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.
ALLAN CAMERON,
General Agent.
Hongkong, 26th September, 1904.

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ALCINOUS"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 28th instant.
Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 3rd prox.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 3rd prox., will be
subject to risk.
All Claims against the Steamer must be
presented to the Undersigned on or before the
6th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th September, 1904.

NORDEUTSCHER LLOYD, BREMEN- IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN"

OF THE NORDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 9 A.M.
To-morrow Morning, the 28th inst.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 4th October, will be
subject to risk.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Tuesday, the 4th October, at 9.30
A.M.
All Claims must reach us before the 10th of
October, 1904, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.
NORDEUTSCHER LLOYD,
MELOERS & CO.,
Agents.
Hongkong, 27th September, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVA- TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DEUCALION"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 30th instant.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 5th prox.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 5th prox., will be
subject to risk.
All Claims against the Steamer must be
presented to the Undersigned on or before the
8th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23th September, 1904.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE"

FROM MIDDLESBORO, LEITH AND
LONDON.

CONSIGNEES of Cargo are hereby inform-
ed that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 5th prox., will be subject to risk.
All Claims against the Steamer must be
presented to the Undersigned on or before the
15th prox., or they will not be recognised.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 5th prox., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 28th September, 1904.

GRIMAULT'S SARSAPARILLA

A TRUE BLOOD PURIFIER

CLEANSE YOUR BLOOD

WITH GRIMAULT & CO'S

SARSAPARILLA!

For eruptions, scrofula, boils, ulcers,
sores, carbuncles, pimples, blotches,
and all disorders originating in vitia-
ted blood, this medicine is the most
reliable and most economical and
contains no mercury or dangerous
minerals. No other blood-purifier gives
equal satisfaction or is so universally
in demand.

GRIMAULT & Co
8, rue Vivienne, PARIS (France)
Sold by all dealers.

1265-1

SHIPPING IN PORT.

STEAMERS.

ANDRE RICKMEERS, German str., 1,020. H.
Kohn, 28th Sept.—Bangkok 22nd Sept.,
Rice.—Butterfield & Swire.

ATHENIAN, British str., 2,440. S. Robinson, 28th
Sept.—Vancouver, B.C., 29th August and
Shanghai 25th September, General.—C. P.
R. Co.

ATTAKA, British str., 1,450. T. Jones, 29th Sept.—
London 29th September, General.—
Amfield, Karberg & Co.

CATHERINE APCAR, British str., 1,730. A.
Stewart, 28th Sept.—Calcutta 10th Sept.
and Straits 20th, General.—David Sassoon
& Co.

CHINGTU, British str., 1,450. J. McD. Howie,
30th Sept.—Kobe and Kuchino 26th
Sept., General.—Butterfield & Swire.

CHAYERING, British str., 2,145. Barton, 28th
September.—Salina Cruz and Moji 18th
September, Coals.—China.

DECIWA, German str., 791. Schlaikier, 27th
September.—Moji 23rd September. Coal.—
Sander, Wieler & Co.

EMMA LUYKEN, German str., 1,110. H. Martens,
25th Sept.—Tientsin (Javal) 9th Sept.,
Sugar, Nuts and Oil.—China.

EMPEROR OF CHINA, British str., 3,046. E.
Bretman, B.M., 27th Sept.—Vancouver
5th Sept. and Shanghai 24th, Mails and
General.—C. P. R. Co.

JACOB DIEDERICHSEN, German str., 623. B.
Olsen, 29th Sept.—Pakhoi 26th Sept. and
Hobow 28th, General.—Jensen & Co.

JOHANN, German str., 952. Ipland, 16th Sept.—
Bangkok 9th September, Rice.—Jensen
& Co.

KAIFONG, British str., 1,024. E. Finlayson, 28th
September.—Hilo and Cebu 25th Sept.,
General.—Butterfield & Swire.

KAMPOT, French str., 900. Nona, 30th Aug.—
Newchwang 25th Aug., General.—Brad-
ley & Co.

KONG-ICANG, German str., 1,292. C. Gosewisch,
23rd Sept.—Bangkok 14th Sept., General.—
Butterfield & Swire.

LILIA, British str., 1,834. E. Morris, 28th Sept.—
Saigon 23rd Sept., General.—China.

MAUSANG, B.M., 1,614. S. J. Payne, 24th
Sept.—Sandakan 18th Sept., Timber.—
Jardine, Matheson & Co.

NICOMEDIA, German str., 4,664. A. Wagner,
26th Sept.—Portland 31st August, Flour.—
Portland & Asiatic S. S. Co.

ONDA, British str., 3,304. J. Robertson, 29th
Sept.—Moji 24th Sept., Coal.—Jardine,
Matheson & Co.

PAKING, British str., 2,875. G. Rodway, 23rd
Sept.—Yokohama via Ports 10th Sept.,
General.—Nippon Yusen Kaisha.

TAMING, British str., 1,350. Ponnoffner, 30th
September.—Manila 27th Sept., General.—
Butterfield & Swire.

VIKING, Norwegian str., 914. Th. O. Danielsen,
28th Sept.—Bangkok 18th Sept., Rice.—
Sander, Wieler & Co.

YCHOH, British str., 1,306. J. H. Brown, 27th
September.—Yangtze Ports 23rd Sept.,
General and Rice.—Butterfield & Swire.

YURNANG, British str., 1,128. F. Wheeler, 26th
September.—Manila 23rd Sept., General.—
Jardine, Matheson & Co.

SAILING SHIPS.

BOURBAK, French ship, 1,710. F. Jean, 6th
Sept.—New York 10th May, Petroleum.—
Standard Oil Co.

E. B. SUTTON, American barque, 1,248. John-
son, 19th July.—Chafco 25th June, Ralston.
—Order.

KENTMERE, British barque, 2,334. Burch, 14th
June.—New York 29th January, Kerosene.
—Standard Oil Co.

BRITISH WARSHIPS.

ALACRITY, British despatch-boat, 1,700. Comdr.
R. M. Harbord

CHERUB, water tank and tug.

ESPIRITO, British gunboat, 1,070. Ernest G.
Barton

HANDY, torpedo boat destroyer.

OTTER, torpedo boat destroyer, Lieut. E. H.
Jedcock

ROSAIO, ship, Captain Vivian

SIRUP, tugboat, U. H. H. Moore

TAKU, torpedo-boat destroyer.

TAMAR, receiving ship, Commodore C. G.
Dickson

VIRAGO, torpedo-boat destroyer.

FOREIGN WARSHIPS.

GENERAL ALAVA, American transport, Captain
Whitton

TITANIA, German cruiser, Capt. Schaake

ON SALE.

THE

PROVINCE OF SHANTUNG.

ITS TRADE, POPULATION AND FUTURE
PROSPECTS.

BY M. O'S

Reprinted from the "HONGKONG DAILY PRESS."

Price, 50 cents Cash. Messrs. Kelly & Walsh
or Daily Press Office

Hongkong, 1st January, 1900.

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The Universal Remedy for Acidity of the
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Safest and most
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Exquisite Flavor.
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GOLD MEDAL,
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The British Medical Journal says—
"Benger's Food has, by its
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a reputation of its
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From an Enthusiast
Surgeon:—
"After a lengthened
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in India, I consider
Benger's Food in-
comparably superior
to any I have ever
prescribed."

**FOOD FOR
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INVALIDS, and the AGED.**

Delicious, Nutritive, Digestible.
Benger's Food is sold in TINS by Chemists, &c., everywhere.

The Young American Cigars.

The very thing for smokers of discrimination!
A delicate and exquisite flavour, which has
charmed everyone who has smoked them.

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